

# THE SATURDAY REVIEW

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SIXPENCE

THERE SEEMS EVERY HOPE that the Anglo-Italian Agreement will be signed at Easter and that it will establish a *modus vivendi* of real value to international peace. In truth, British and Italian interests in the Mediterranean are not opposed, and only blindness to facts could set them in disagreement. Abyssinia has been conquered by Italy and is certainly better governed than it was in former days. It is only right and proper that the League Council should be called upon to recognise a state of things which appears to be as permanent as any other territorial arrangements. Frontier questions should cause no serious difficulties. The main things are that we accept Italy's geographical position and acknowledge that Mussolini was right when he said that the Mediterranean was the life-blood of Italy. On the other hand, Italy confirms the right of way possessed by all nations through the inland sea both in peace and war, and in particular that free communication through it is an essential need for Great Britain and the British Empire. One hopes that the conclusion of the negotiations will be marked by the renewal of our ancient friendship with Italy and that never again will our good relations be imperilled by stupidity and sentimentalism.

IT HAS BEEN strongly argued in recent years that if Sir Edward Grey, the Foreign Secretary, had in 1914 declared that if Germany were to attack France, she would have to face the British Empire, there would have been no war. Actually such an argument is based only on forgetfulness. As the Countess of Oxford and Asquith points out in a letter to the *Daily Telegraph and Morning Post*, "Germans in high places knew perfectly well that the British Navy was not likely to sit with folded arms and watch German battleships sail down our seas to mop up France." The German plan was complete in the spring of 1914 at the time of the King and Queen's visit to Paris. At that time a German nobleman in close contact with the court and politics said good-bye to an English friend with the words: "We shall never meet again. There will be war in the summer and it breaks my heart to think you will be on the side of France. We shall win and you will never forgive us."

THE EGYPTIAN ELECTIONS have resulted in the complete rout of Nahas Pasha and his Wafdist followers. Only about a dozen Nahasites have managed to retain their seats, while an additional source of chagrin to their Party chief must be the fact that the Saadists, who seceded from him, command over six times his own meagre force in the Chamber. However one looks at the result of this sensational poll, one cannot resist the conclusion that it is first and foremost a triumph for the young King Farouk, whom Nahas Pasha had

undoubtedly endeavoured to bully into subjection and who unquestionably increased both his popularity and his prestige with his subjects by the firm stand he took up against the former Prime Minister's efforts to reduce his constitutional prerogatives. No doubt it was an astute political move to hold the first day's polling in Upper Egypt where the Wafdists were known to be particularly weak: a good start with election results is apt in every country to affect the character of the subsequent polling. Doubtless, too, the re-drawing of constituency boundaries, the wholesale requisition of transport by the Government and the employment of a certain amount of intimidation by Government agents—naturally disavowed by Mohamed Pasha Mahmud himself—helped here and there to make the defeat of the Nahasites more certain and overwhelming. But these astute manoeuvres and irregularities would scarcely have sufficed by themselves to bring about the catastrophic disaster that has overtaken Nahas Pasha and his followers. The true explanation is obviously to be found in the enormous popularity of the young King due to his demonstration of that strength of purpose that invariably appeals to an Oriental people. It was that which caused immediate dissension in the ranks of the Wafdists and which led to their ultimate undoing.

THE STANDSTILL ORDER issued by the Ministry of Agriculture once more calls attention to the lamentable fact that veterinary research has as yet been unable to discover any remedy for that agricultural scourge, foot-and-mouth disease, which is so gravely infectious and the depredations of which can only at present be checked by resort to wholesale slaughter of animals and rigorous restrictions on the movement of cattle, sheep and pigs from one locality to another. This particular order, in the extent of its application, is by far the biggest ever made by the Ministry; only seven English counties are excluded from its provisions. And the seriousness of the position may be gauged by the fact that it has been discovered that infected animals have been present of late in more than one Midland market and may have thus been the means of spreading the infection over very wide areas. The Ministry is to be congratulated on the prompt action it has taken to meet the situation; in the circumstances its standstill order, for all the inconvenience it may cause, must command the approval and support of all concerned in the livestock trade. At the same time it is sincerely to be hoped that the apprehensions aroused by this latest manifestation of foot-and-mouth perils will be the means of stimulating veterinary research to fresh endeavours to discover an effective remedy for a disease which is a veritable nightmare to the English and Continental livestock farmer.

**AT THE MOMENT** of writing M. Blum is still in office, but it seems likely that nothing will so well become his tenure of office as his way of leaving it. He has set the French nation face to face with facts. The country has been and is so rich that it seemed to be able to afford a slovenly method of accountancy. Its elected representatives discovered long before the War that it was possible to run up long bills and hope that their successors would have to shoulder the odium of settlement. Before the War there was never a budget balanced, because neither Senate nor Chamber would risk the unpopularity of imposing heavy taxation. If the German menace was still a cloudy future bugbear, no doubt this unpleasantness could be indefinitely postponed, but the time is very near when one of the richest peoples in Europe will have not only to pay the blood tax of conscription which on the whole is very cheerfully borne, but also to meet the colossal bills of modern scientific armament. It is conceivable that the Third Republic may be sensible and elastic enough to accept the sacrifice that events and past slackness have imposed. If it does not, the army which is the organised nation, will take charge, and France will again be the most powerful nation on the Continent.

**IT SEEMS HARD** to imagine a more deplorable waste of effort and money than the production of 30,000,000 gasmasks for problematic use in the case of air-raids. Surely the Government might not have been stampeded by a hysterical Press to such extravagance. Those who remember the War know that a vast expenditure of gas-shells was required before any area could be regarded as impassable and whatever aeroplanes may be able to do, they cannot as at present constituted produce a fraction of the concentration of fire produced by artillery. Scientists are agreed that there are no more deadly gases to be faced now than at the end of the Great War. The atmosphere is hard at work absorbing their poison and the smallest breeze dissipates it. The acme of absurdity seems to have been reached in the air-raid test which resulted in the gassing of people 25 feet above the ground. Surely the deadliness of gas depends on its weight so that it remains on the ground and collects in hollows. As soon as it rises, it ceases to be a menace. The dangers of air-raids are high explosives and incendiary bombs and against these there is little defence except a stout heart.

**THE IDEAL HOME** Exhibition, which was opened at Olympia on Tuesday by Mrs. Neville Chamberlain, should be of great practical value to the housewife of to-day. Every possible gadget to lessen work in the home is to be seen there, and the beauty of the modern kitchen is a real incentive to good cooking. Among the many charming specimen houses on view, two stand out as of especial interest. The bungalow at £182 10s. with three good rooms, kitchen and bathroom, shown by the Hurlingham Bungalow Co., and "The Bride's House," built by Arundell Clarke, with an eye on the elimination of drudgery. It is well equipped with cupboards and built-in furniture, and is moderately priced.

**THE RISE OF THE CURTAIN** at a performance by the Irish Players is always awaited with pleasure, but *Moonshine*, by A. G. Thornton, at the Ambassadors Theatre is a disappointing play. It starts well, but peters out into nothing. The fact of the matter is that the author is relying on the Irish accent to carry his play through, but not the most skilful Irishman can be amusing if the lines are entirely pointless. Arthur Sinclair is excellent and saves the play from complete extinction. Maire O'Neill is always amusing, but she is slipping into mannerisms which detract from her art; the rest of the cast did the best they could in difficult circumstances.

**SUSAN PALMER** shows a roomful of pictures at The Palser Gallery. She can paint, and is seen at her best in the studies she has done of Rome, and in Madeira. As soon as she paints interiors, or figures, she becomes vague and her colour muddy; the decision that she shows in her outdoor work is entirely lacking.

In the same Gallery, Mary Rice shows some delightful flower studies; they are very decorative and not too detailed in treatment. At Walker's Galleries, G. Drummond Fish has an exhibition of water-colours. His painting of skies is one of the best things in this artist's work, and his views of Scottish Hills through the mist are masterly. His sunny pictures lack a middle distance, with a consequent flatness which makes them uninteresting.

**AT THE LEICESTER** Galleries an exhibition of artists who died young is of interest. There is little sign here of immaturity, although not one of them lived to be forty and many died in their twenties. Van Gogh, Gericault, Modigliani are well represented among others.

Henry Lamb is showing pictures here also. He is a gifted painter, especially in his portrait work.

**THE YANK AT OXFORD** is the first big picture to be filmed in England by the British section of the Metro-Goldwyn-Mayer company. So far British pictures have made little or no way in America, but it is hoped that with the co-operation of Hollywood this state of things may be altered. Accordingly M.G.M. lent Robert Taylor to Mr. Balcon, and a story was chosen which was thought to make an appeal to both sides of the Atlantic. The picture has been well received in the United States, and it will be a popular success here, but the plot has more affinity with St. Winifred's than with Cardinal College. To sneak or not to sneak is the question, and old Oxford men (especially those who were up at "The House") will, doubtless, appreciate how great a part this schoolboy code of honour played in their lives, while they sconced each other under the dreaming spires. Apart from that and an exaggerated portrait of a young American, the production is successful, and there are good character studies by Edmund Gwenn, C. V. France and Edward Rigby as the Dean, the Tutor and the scout respectively.



## Leading Articles

### THE AGONY OF SPAIN

IT really seems possible to hope that the agony of Spain is nearing its end. Those who love Spain were never in doubt that they hoped for General Franco's victory. They were not concerned with that opposition between rival theories of government which set so many people in this country on the unpleasant game of badger baiting, the one picking on the dogs because they represented the multiplicity of democracy, the other backing the badger as the strong man of Fascism. No-one stopped for a moment to enquire which was likely to give Spain the government best suited to its people and its tradition. The altruism of the Left is so gloriously absolute that they would much prefer a bad government for their Spanish friends than that the bird which they call Liberalism should moult a single feather. Our Socialists were so concerned with this ideal that one of their favourite arguments in favour of the Republican Government has been the danger that might arise to British interests in the Mediterranean from a strong Spain which owed part of its victory to German and Italian intervention. They hinted that it would be all to the good if their Spanish friends continued to be the victims of that chaos which resulted in the Government counsels from the conflict between Republican, Socialist, Communist, Anarchist, and honest Separatist. To-day, sentimentalists as they are, with tears at their command for any bloodshed, their whole desire is to prolong the civil war in a vague hope that their 'isms and 'ologies may claim a victory of annihilation.

At least they cannot deny that the war in Spain was the glorious accomplishment of Russian propaganda. Chapter and verse can be quoted to show that the missionary efforts of the U.S.S.R. were directly responsible for the tragedy which has torn Spain asunder. There was a time when the Soviet represented the earthly Paradise for some of our idealists. Their enthusiasm has waned since then, though they cannot quite bring themselves to the admission that Stalin is a far bloodier tyrant than either Hitler or Mussolini. Yet to-day our fiercest Labour members like to keep Russia and Spain in separate compartments as though they were divided by light years. As Wing-Commander James pointed out in the House of Commons, "they were never tired of denouncing Communist intrigue in their constituencies and unions, but directly it was in Spain, Communism, which here had to be exorcised at all costs, became a beneficial influence."

Spiritual pride is a perilous vice and the idea that our own institutions are so good that they must suit everyone else has been the curse of Europe for over a century. Fortunately from the point of view of British interests, we have never

been quite sure how far we would go in promoting the extension of those institutions. In the matter of Italy we marked time cautiously, Turkey was one of our most trusted allies and Czarist Russia was on our side in the Great War. Our sympathy with freedom never closed our eyes to the main chance and it was this very selfishness which preserved the peace of Europe. It is a small thing to be called perfidious, if one can enjoy the extreme of prosperity and assure peace for one's neighbours.

In Spain, there has been our usual hesitation, and the idea of non-intervention was a masterpiece of that spirit which made the British Empire. Russia started the civil war. Many Englishmen have friends and relations who but for Franco's blow would now be forgotten in their graves. France, swayed by that ridiculous Parliament which has never represented the country, was all in favour of the Government, but Frenchmen have an honesty that our politicians lack. They liked the Spanish Republic, because it was much too feeble a thing to demand any military precautions on the Pyrenees. It must not be thought that any love has ever been lost between France and Spain. Latin nations hate one another as only relations can and their languages are close enough to form a basis of permanent hostility. The more nations know of one another, the more they dislike one another. If only the United States talked Spanish or Portuguese, an understanding between them and this country would be the simplest of matters. Esperanto, if it was sufficiently widely spread, would produce a state of universal war. If only the colonists of South America had not spoken their mother tongues, they would never have broken away from Portugal and Spain and even if they had, they would not to-day be so uncharitable to the countries from which their ancestors were drawn.

It is a good thing that we have had the courage to pledge our faith to the traditional character of the Spanish people. They are in the best sense the most insular people in Europe. Neither life nor death, defeat nor victory, will tempt them to deny their heritage. Death and pain count less with them than with us and it may be that their simplicity has a firmer grip on reality than our sophistication. They live unmoved by headlines and journalistic exaggerations and all their existence is based on a belief that this life is not a whole but only a part. Cries of horror were raised at the brutality which caused 800 deaths in the air raids on Barcelona. It was inconceivable that such barbarities should be permitted. Yet in this law-abiding country in a state of peace 800 people and more are killed every six weeks in motor accidents with hardly a lamentation raised. Our victims are just as harmless as the unhappy citizens of Barcelona, though our motorists demand penalties for the too courageous citizen who dies that they may speed, and no-one moves a finger to save their lives. A country in which 7,000 people are unnecessarily killed every year, not even to make a Roman holiday, but to enable foolish folk to waste time, will meet aerial bombardments fearlessly, for at least there is a little glamour even in these days about dying for one's country.

*The Times* refers with approval to Wing-Commander James' speech and his defence of the Nationalist forces was clearly based on fact. Without the International Brigades, the war would have been over long ago. As soon as it is over, our diplomacy will have something definite to deal with and if the assistance given to the victors by Germany and Italy is to be turned to our disadvantage, the comment of history will be that we had the diplomats we deserve. The negotiations with Italy fortunately began before the complete collapse of the Republican organisation: there could be no better justification for Mr. Eden's disappearance. The absorption of Austria has strengthened our hand and every day we hope that a country which has as Sir P. Royds boldly reminded the world, the ships, the men, and the money, and, we hope soon the aeroplanes, will be able to assert itself as worthily and fearlessly as in the past.

## HUNTING REFLECTIONS

**S**ELDOM has a fox-hunting season ended in more peculiar circumstances. The country bears all the appearance of mid-June rather than the beginning of April. Much pasture land is already harrowed and rolled, wheat and barley are covering the brown fields with a green haze, and it is a most peculiar sensation to hear, in the middle of what is quite possibly one of the fastest runs of the season, the voice of the cuckoo and to catch sight of a sand martin or willow warbler. The hedges are already green, wild daffodils flower in the woods and pale violets carpet the more sheltered slopes of the South Downs. The curious thing is that this dry and hardening ground has provided some magnificent runs, though the cost to hounds' feet and horses' legs is probably yet to be told.

The season has not been sensational, though sport has been consistently good, particularly in the north and the east. Foot-and-mouth disease has been decidedly worse than in any recent year. Many hunts in the west have been reduced to idleness for weeks at a time, and now the plague has broken out again on all sides with renewed virulence. The question has sometimes been asked whether the immediate slaughter of infected animals is, after all, the best method of dealing with this scourge, and it is very much to be hoped that Mr. Morrison's State Veterinary Service will be able to lessen the outbreaks next season.

In those parts of the country which have been free from the disease, sport has often been extremely brilliant. The Quorn will always remember a wonderful run of eighteen miles just before Christmas, and during the whole season they have killed 78 brace of foxes, which is a record. The Bicester, who have not missed a single day, have also beaten their record with 106 brace, and the Warwickshire have the satisfactory total of 109 brace.

One of the least pleasant aspects of modern hunting is the continued change of masterships at

the end of every season. How much goodwill between the hunt and the farmers, how much of the charm of continuity of the old days, is lost, would be hard to say. Lord Halifax leaves the Middleton to take up his duties at the Foreign Office, and he will be followed by his son, the Hon. Charles Wood. Next season the Quorn still hopes for Lord Beatty as Joint-Master, and it is good to know that he is making a recovery from his fall. The decision of Captain T. McDougal to continue, after all, as the Master of the Old Berkshire will be received with enthusiasm not only by members of that very sporting hunt, but by every stranger who has ever had the good fortune to be out with them.

The point-to-point season has been somewhat marred by the hard state of the ground, which took its fullest toll of horses and riders at the Bedale fixture. No fewer than twenty-six accidents were treated on the course. But the state of the modern point-to-point is extremely unsatisfactory. The genuine hunter who has carried his owner faithfully throughout a long season has little chance against the thoroughbred racer who comes to the race fresh and trained. It was formerly a sufficient qualification for entry if such a horse, ridden probably by a groom on a blanket, was seen by the Master at ten o'clock. This ridiculous state of affairs has been partially remedied, but undoubtedly the moment has come at which to decide once and for all the future character of the point-to-point.

It is natural, at the end of the season, to ponder over certain aspects which have occurred to the mind during the past six months. What has struck me particularly is the question of motor cars. I entirely agree that no motor car should be allowed within one hundred yards of the meet. I recently saw a valuable horse shy into a large saloon car and catch its leg in the mud-guard. Although the horse lashed out in the most hearty manner possible and reduced the back of the car to wreckage, yet he was laid up for several weeks with a badly cut leg. But too much blame is attached to cars following hounds. A few days ago I was out with a certain pack in the south of England when the Master was confined to his room. I have never seen a more disgraceful exhibition: members headed the fox continually, and they chattered gaily as they trotted along while hounds were drawing. Yet it was observed to me in the evening what a nuisance these cars were. It is impossible to get rid of cars, and followers should first of all realise it and then concentrate doubly on being of every assistance to the huntsman in his increasingly difficult task.

But soon the last run will be over, and the last hack home in the long spring evening. The groom will welcome for the last time the familiar clatter of hooves in the stable yard, for the faithful hunter has earned his summer's rest. Let us hope that there will be no international ultimatums, no enormous increase in taxation, in fact, nothing that will prevent the first sweet sound of the horn awakening the quiet English countryside to another season's sport.

ROBERT COLVILLE.



## A NOVEL DRESS PARADE

ONE of the most original entertainments seen for years took place at the Dorchester on Monday, at which the Duchess of Gloucester was present in the afternoon. The display was given in aid of King's College Hospital.

The function began with an excellent and well attended luncheon, and was followed by a parade of "period" dresses, worn by living models.

Dr. C. Willett Cunnington, that great collector and connoisseur of dress, had kindly lent 110 examples from his collection, and his most interesting and witty talk added to the pleasure of the afternoon.

The beauty of design and colour of the "period" dresses outshone those of more recent times which were shown in contrast, but the bulk and discomfort of them must have been most trying to the wearer.

The earliest dress shown was dated 1761 and was composed of a magnificent brocade, still in perfect condition. The quality of these materials is remarkable as many of them show not the slightest sign of the ravages of time.

The display was divided up into thirteen groups, it is invidious to make distinctions among so much perfection but perhaps Group III—that of the outdoor afternoon dress—was the best. Here Eve Negus, in a full skirted green dress with a black velvet paletot and a saucy hat with pink ostrich feather (considered rather fast in 1862, when bonnets were de rigueur) received special applause. Jessica Liddell-Hart, wearing a beautiful gown of crimson bengaline, with a bonnet to match—the only dress in the display not belonging to Dr. Cunnington—was a most attractive figure with her tiny waist and upright carriage.

The sports group with the old dresses for croquet, tennis, and bicycling, caused much merriment, as did the underclothing display, especially the scarlet drawers and stays with bustle complete.

A charming group of brides was one of the most popular. One dress took eight years to make, and Dr. Cunnington told an amusing story of its creation. A young girl whose marriage was forbidden by her parents took to her bed, but continued to make her wedding dress. On its completion, she lay down to die, on which the parents, seriously alarmed, gave in and consented to the match. The lassie sprang from her bed, donned the dress and married the young man, had lots and lots of children and was thoroughly unhappy!

A delightful group of children's dresses, displayed with great dignity by a set of little girls, was much admired, and the show ended with dresses worn in Coronation years, the crowning glory being one of the robes worn by a Duchess at the crowning of King George VI last year.

It seems a pity that no second show is to be given after so much work had been put into the organising and preparing for Monday's display.

It is to be hoped that King's College Hospital benefited in proportion to the immense amount of trouble taken to ensure a successful entertainment.

## AIR TRAVEL

A NEW era in long-distance air travel is foreshadowed by the Dublin conference which has just ended and which was attended by representatives of the British Air Ministry, of the Governments of Canada and Eire, and of Imperial Airways and Pan-American Airways.

This conference considered not only further North Atlantic air tests to be made this year, but also details of a permanent organisation of wireless and meteorology which will be necessary when, following these additional test-flights, a North Atlantic air-mail route is in regular operation.

The discussions fell under three heads. First a review was made of technical data arising from last summer's flights. Then from this the subject was carried to a discussion of how the information thus obtained could be applied to flights to be made this summer, with detailed developments in organisation dealing with such questions as the codes employed to simplify the dispatch of meteorological information by wireless to aircraft in flight. And then after this the conference went on to envisage, and outline, the permanent type of organisation necessary when flying-boats of a North Atlantic service are operating to schedule on an all-the-year-round basis.

It may be remembered that it was on a May morning, eleven years ago, that Lindbergh electrified the world by his non-stop flight, in his little "Spirit of St. Louis" monoplane, from New York to Paris. In those days Atlantic flying was a great adventure. To-day it is being converted into a normal, routine method of high-speed transport. And it is for this reason that the recent conference can be regarded as such a landmark. It is another stage in the commercial conquest of one of the world's most important air routes.

Summer time-schedules are now in operation on the airways of Europe, and all indications point to an extremely busy season. Among this summer's special air attractions for holiday-folk will be the introduction on Continental routes of the new Imperial Airways air-liners of the "E" and "F" classes, the former carrying as many as 40 passengers, and the latter cruising at more than 200 miles an hour—thus enabling a flight from London to Paris to be accomplished in approximately one hour.

On the British inland airway system operated by Railway Air Services, summer time-tables come into effect on May 2nd. An example of air transport speed, as demonstrated on inland routes, will be the London-Glasgow service, enabling anyone to fly up to Glasgow in the morning, have several hours there, and return to London that same evening. Apart from the opportunity the internal flying routes give holiday-folk of seeing the British Isles by air, they also provide valuable connections with Continental air services.

While considering flying prospects for this summer, a point which arises is the growing interest taken in facilities for chartering saloon-planes for holiday air trips in this country and on the Continent.

## The Inner Man

### REPLIES TO QUERIES

Here are the replies to some of the questions published under this heading last week. The other replies have been held back until next week for lack of space.

#### COGNAC AND ARMAGNAC

**C**OGNAC is the name of an ancient city, the birth-place of Francis I of France, built on the banks of the River Charente, North of Bordeaux and South of Nantes. It is situated in the heart of vinelands which produce a distinctive little white wine of no great merit as a wine, which used to be sold in England in large quantities and at ridiculously low prices up to the seventeenth century, under the name of WHITE WINE OF ROCHELLE, La Rochelle being the port where the English vintners used to come to buy it. When the Art of Distillation was introduced in France, it was discovered that the thin, white wines of Cognac and the surrounding district produced a spirit of far greater excellence, more refined of bouquet, more delicate of body, than spirits distilled from any other type of wine. And this is true to this day. The best brandy of the Cognac vinelands is far better than any other distillate of wine, which does not necessarily mean that all the brandy distilled from wine grown within the strictly delimited area entitled to the name of Cognac is better than other brandies. There are quite a range of different qualities of brandies entitled to the name of Cognac, the three main factors responsible for the excellence of the Brandy being vineyard, vintage, and age. The greater the proportion of lime in the soil of the vineyard, the finer the Brandy will be eventually, and this geological factor corresponds to the names of GRANDE CHAMPAGNE, PETITE CHAMPAGNE, and BORDERIES, the first being the most chalky soil of all and producing the finest Cognac of all. The vintage has naturally much to do with the excellence of the finished article, since the more healthy and the more perfectly ripe the grapes—conditions which depend upon the weather each year—the sounder and the more perfect will the wine be in the first place and the Brandy distilled therefrom. Lastly, Cognac, like all spirits, must be given time to mature to be acceptable, and during that period of maturing in cask, the wood of the cask, the state of the cellar, and other factors may affect the Brandy adversely or, on the contrary, they may and they should be helpful.

All this applies not merely to COGNAC but to ARMAGNAC Brandies as well; these are the brandies distilled from white wine from the vineyards of the Gers Département, South of Bordeaux and North of Pau. The centre of the Armagnac district is Condom, which is to Armagnac what Cognac is to Cognac Brandy. The Brandies of Armagnac are usually divided into three classes, those of the Bas-Armagnac, which are distilled from wines of the vineyards between the Landes and the Gelize; those of Tanarèze, from the vineyards between the

Gelize and the Baize; and the Haut-Armagnac, from the vineyards between the Baize and the Gers. The best Armagnacs are those from the Bas-Armagnac district and they are better than a great many Brandies of Cognac, although they cannot ever hope to attain the same degree of breed and charm as the Grande Champagne Cognac Brandies. As a rule, Armagnac Brandies are distilled at a lower strength than those of Cognac and they may therefore be described as more "winy."

#### THE USES OF LOVAGE

"Lovage" is not indigenous to this country, though strays are sometimes found wild in parts of England. It is a perennial plant not unlike angelica in appearance, with ribbed leaves resembling celery, and an aromatic scent which pervades the whole plant.

The flowers grow in yellow umbels and are rather like the flower of the parsnip. The foliage is exceedingly ornamental and the whole plant is very decorative though less so than angelica. The young stems are used, like angelica, as a flavouring and are candied to make a sweetmeat; the leaf stalks can be eaten as a substitute for celery.

Lovage cordial is made by steeping the fresh seed in brandy and adding sugar. This is an excellent medicine to comfort and warm the stomach. At one time public houses sold a drink called Lovage which contained the plant in some form.

Scotch Lovage is a different species from the *Levisticum officinale*. It is used in the Hebrides as a vegetable and is eaten raw as a salad and called "Shunis." If taken fasting it is said to act as a prophylactic against infectious complaints. The distilled water of ordinary Lovage, or the juice of the plant, removes freckles.

The plant is ruled by the sun and comes under the sign Taurus, so Culpeper recommended it for the throat troubles to which people born under this sign are prone (Mrs. C. F. Leyel's *Herbal Delights*, Faber & Faber, 1937, pp. 63-64).

#### RECIPE FOR WELSH RAREBIT

The quality of the cheese is all important and you will find that by using cheese that is not too newly made, you will obtain better results; let the cheese be old and the butter new; a little old ale also helps a great deal whilst milk is fatal. Try the following way: Put in a saucepan, on a fairly brisk fire, 3 oz. fresh butter and  $\frac{1}{4}$  lb. old Cheddar cheese shaved in thin strips; mash them together when warm; add two yolks of eggs and a small glass of Audit Ale or Benskin's *Colne Valley* or some other good, strong ale; pepper and salt and a small pinch of Cayenne. Stir and let the rich steam float away until the contents of the pan are reduced to a creamy mass which should smell very good. On no account let it boil, as it would immediately become a "glutinous, stringy mess." Serve on hot buttered toast.

#### SMOKED TROUT ACCESSORY

The smoked trout, like most smoked preparations of fish, comes from Scandinavian countries, and the horse-radish sauce from Iceland.

## Books of The Day

### OUR FOOD AND WAR

AT one period of the Great War the peril of starvation was brought very close to the people of the British Isles. That was due to our heavy losses in shipping resulting from Germany's intensive submarine campaign. The peril was averted and, once the war was over, the politicians who rule our destinies had many other things to think about than the safeguarding of Britain from a danger that was then not pressing. True, there have been efforts made of late years to rectify the parlous state of our agriculture; there has been much discussion about it and about; our Ministry of Agriculture, and the gentlemen in turn who have presided over it have evolved Boards and schemes to stimulate agricultural prosperity. Yet when all that has been said and done has been taken into account, it is perfectly clear to all who are interested in the land that we are very far as yet from attaining that genuine revival of agriculture, which is both possible and imperative for the safety of the people of Britain. And while that is a lamentable and disquieting fact, in world conditions of feverish re-arming against the possibilities of another sudden outbreak of widespread conflict among the nations, we are also faced with the uncomfortable prospect of having made no provision at all for storage of food supplies against emergency and of having far fewer ships to bring in our food imports from distant ports than we had at the very beginning of the Great War. No longer, too, are our much diminished trawler fleet and our mercantile marine capable of supplying the auxiliary ships and the reserves of man power our Navy is bound to need in the event of another big war.

The situation thus briefly outlined is sufficiently grave to merit the serious attention of the nation and of the Government which its votes have placed in power. Defence, as everyone knows, is the question of the hour with that Government, but in its concentration on armaments it is to be feared that Whitehall has been too apt to ignore other vital aspects of the problem with which it is, on the whole, one must admit, earnestly dealing. For that reason a book by that recognised authority on agriculture, Viscount Lymington, is particularly welcome and opportune at this moment. It is startlingly, but in the circumstances appropriately, entitled "Famine in England" (Witherby, 7s. 6d.). Its object is to bring home to the public and authority the immensity of the danger with which we might be confronted on the occurrence of another big-scale war. That danger he foreshadows is not only one of famine, but of revolution. "Hungry bellies," he argues, "command no niceties and respect no rules or persons."

While we are in a position to be starved in a few months or days, we are inviting attack through those who wish to see chaos and from those who are land-hungry, and look on our under-populated Empire as a heritage of which they are worthy and ourselves unworthy.

Lord Lymington pours scorn on a recent Government boast about plans for procuring "a rapid expansion of agricultural production in war time." No such plans, he contends, have the slightest chance of success till the land has regained all the fertility it has for many years lost. As he caustically remarks:

The soil is not a factory that can work three eight-hour shifts in the day of peak production. It is a living thing that will only respond to the way in which it is served.

He proceeds to show that the soil will not regain its proper fertility till we have gone back to arable livestock farming and impregnated the land with organic manure. Artificial fertilisers will not alone suffice; they must be used to supplement organic manure. An increase in our livestock production will, of course, involve "for some years a substantial but temporary increase in imports of food stuffs for livestock." But "if we do not increase our livestock production we will never restore the fertility of our land." That is the whole crux of the matter as Lord Lymington sees it. For the time being he holds we must build up reserves of food for humans and animals. The bill for a year's full reserve supply might, he estimates, amount to £100,000,000 or £110,000,000. He quotes a 1928 Ministry of Agriculture report which stated that we had enough storage room for nearly a year's supply of wheat, but he points out that the space referred to has long since been utilised for other purposes. What he advocates is the establishment of inland *silos*, secure against hostile attack from the air. With an adequate reserve of food for humans and animals in hand, our Navy and Air Force in the event of war would, he emphasises, be at once freed from responsibilities that must tend greatly to hamper them in the performance of their main duties of defence and offence. "No one," he says, "can estimate what such freedom of action established by a food reserve at home might have done to lessen the length of the last war."

The programme Lord Lymington visualises is one of ultimately increasing our cattle population by 60 per cent., our sheep and pig and poultry population by 100 per cent., and in consequence, our wheat production by from 20 to 50 per cent., and finally of making "ourselves self-contained, with supplies of vegetables and fruit for everybody in sufficient quantities."

Much of this could be done in two years, all of it in ten years. If we had one year's reserve in human and animal foodstuffs, it would make us not only well fed but independent of all food supplies for two years at least of war. It would save us a peace time bill for more than half our net imports of food. Above all, it would give us health.

It may be that here and there others with claims to expert authority on questions concerned with agricultural revival will not entirely agree with all Lord Lymington's conclusions and suggestions. It may be that he is not wholly guiltless of occasional exaggeration. But that in general his argument is sound and convincing and that his book is an extremely valuable contribution to the subject of national defence there can be no doubt whatsoever.



## ENGLAND AND GERMANY

Another opportune and thought-provoking book, also out this week, is Lord Londonderry's "Ourselves and Germany" (Robert Hale, 5s.). As a descendant of Castlereagh, who had much to do with the peace settlement that followed the downfall of Napoleon, Lord Londonderry has more than a little justification perhaps for contrasting the terms of the Treaty of Versailles unfavourably with the principles enunciated by his ancestor a century earlier. "It is not our business," wrote Castlereagh in a despatch on the Vienna Conference, "to collect trophies, but to try if we can bring back the world to peaceful habits." And bad as the Treaty of Versailles was, judged by this standard, things might have been different, in Lord Londonderry's opinion, if in the subsequent years we had not deferred so much to French opinion and wantonly neglected the many opportunities that presented themselves for arriving at a friendly understanding with Germany.

There might have been, Lord Londonderry argues, a real peace settlement with Germany in the years before Hitler rose to power if all the time wasted on the Disarmament Conference had been devoted to a proper revision of the Versailles Treaty. But even later the chances for such a settlement remained good since Hitler was displaying a most conciliatory mood. One after another the not unreasonable offers he made were turned down, the only proposal that was accepted being the limitation of the German Navy to 35 per cent. of our own Naval strength. The situation as between Germany and ourselves has, Lord Londonderry holds, materially worsened in the last two years, and he sums up the position thus:

Herr Hitler's conciliatory gestures have been disregarded and his offers brushed on one side, and German armaments have been rapidly and efficiently built upon a model which those who claim to speak with authority in the Reich assert is designed ultimately to make that country invincible on land and sea and in the air. Herr Hitler has repeatedly solicited the goodwill of England and the friendly co-operation of the German and English peoples. The time may well be not far off, should the present unsatisfactory and uncertain state of Anglo-German relations be allowed to continue, when the Germans will be able to dispense with the hope of any understanding with us and to strike out along a course of Weltpolitik frankly antagonistic to Great Britain and her many imperial and commercial interests.

From the time he left the Air Ministry in 1935 Lord Londonderry has made every effort to get into touch with Nazi opinion and discover means for reaching a mutually satisfactory understanding between Germany and this country. On one of his visits to Germany he had a long and frank interview with Herr Hitler, and not the least interesting part of his book is the account he gives of this interview. Herr Hitler, however, while quite ready to talk of the menace of Bolshevism and of Russia's mischief-making at Geneva and even to discuss Germany's demand for colonies, was not to be drawn into making any exact statement of Germany's views. That perhaps is one of the difficulties in the way of a complete Anglo-German understanding. The stronger Hitler's own position has become, the less he is perhaps inclined to

tie himself down to specific terms and undertakings. Even Lord Londonderry, by the way, in the postscript to his book has to deplore the action Hitler thought fit to take in regard to Austria—action which, he says, "is hardly distinguishable from war itself." And that action it is not easy to divest of ominous significance. It has certainly made a resumption of "conversations" with Herr Hitler more difficult. None the less, one may agree with Lord Londonderry that an Anglo-German understanding is well worth making an effort to reach—always provided the benefits are mutual.

## NEW NOVELS

Miss Myfanwy Pryce has by means of a luncheon party and by exorcising the memories of two sisters presented us with an extremely clever study of reticences that may affect the lives of a number of people. The story of "The Wood Ends" (John Lane) moves from the present back twenty-six years into the past and then into the present again, with an ease that conceals consummate artistry. The underlying irony, as suggested in the title, is that, when faced frankly, self-made troubles are never quite so bad as they may seem to be.

"Barry Cort," by H. Braxton Hull (Faber & Faber, 8s. 6d.), is a first novel of considerable promise. It is the story in the main of two brothers and of the effect upon the younger of the death of the older. Barry, the younger brother, sensitive and impulsive, had made a hero of his older brother, and when the latter had been incited by Barry to join up in the Great War and had returned, after having been gassed, a "broken shadow of Barry's ideal" only to die, the shock to the younger brother was intense. The father cannot understand the younger boy's sensitiveness and attributes it all to weakness. However, in the end Barry reinstates himself in his parents' good opinions by his courageous attempt to rescue men trapped in a mine fire. The background of the story is the Nevada mining district, the life of which is portrayed with a quietly convincing skill that gives a special quality to the tale. The author, too, has a keen sense of the dramatic and manages to get his effects with a pleasing economy of words and an avoidance of unnecessary emphasis.

Another first novel that displays fine powers of description as well as a poetic quality in the language and imagery employed is Mr. Robert Young's story of an armed rising with Liverpool as its objective ("The War in the Marshes," Faber & Faber, 8s. 6d.). Perhaps because his introspective study of revolutionaries at work demands that their aims should not be very clear, Mr. Young omits to let his readers know quite what all this rising is about and what is to be gained by the seizure of Liverpool. All that one gathers is the statement by the leader and hero, "If I thought there was some other way of giving the men a hearing, I would take it or leave everything as it is. But I can't. England is washed out. Unless we do that (i.e., fight), the unemployed will never have a chance. Never!" It is a grim story of muddled and hurried planning, of suspense, of fighting and failure, of hiding in snowy woods and of the leader, at the end, want-



ing "to form a peace for himself . . . to evoke the bright images of the past days in an order which would give them perspective and significance, so that he could lay his plans for the future." But "the bright images never came and his mind was like an ill-lit room where everything he wanted was hidden in the snow. . . . He was not tired, but for the first time in his life he was really afraid. Grief came to him out of the silent darkness, and there was an aching beauty in the faint snow which lay on the ground."

Ships' doctors of passenger liners do not conform with any one particular type. Some are very young medicos who have taken up a job at sea till such time as they can procure a practice either in the Dominions or at home; others may be experienced physicians whose health requires a change of scene for a few months or more; while yet others again may have acquired a love for the sea and settled down to a professional career upon it. The hero of Mr. Alexander Laing's story, "The Methods of Dr. Scarlett" (Cassell), belongs to the last category, but one imagines there are not many in that category who pursue his psychological methods of smoothing out matrimonial and other difficulties of passengers travelling by his line. His captain has to warn him against this zest for meddling in other people's affairs, but nothing can restrain him once his interest is engaged, and Mr. Laing's exposition of the doctor's "methods" and the varied characters he produces for him to practise his psychological magic upon in the course of a double voyage make an unusually interesting and fascinating story.

A New England small town, lying in a fertile valley, "cupped by green hills and watered by a wide and lovely river" that was apt at times to become exceedingly dangerous, is the scene of Miss Christine Whiting Parmenter's new novel, "Swift Waters" (Methuen). Readers of this author's previous book, "The Kings of Beacon Hill," do not need to be told that she has a delightfully easy style and a natural gift for telling a story concerned with the lives and characters of real, genuine people. In this second book of hers the theme is a double one, first of the fear of high water that has developed grit and courage among those living along the banks of the river and kept them from accepting life too casually, and secondly of the misunderstandings born of a false tact between husband and wife that prevents plain-speaking and the clearing of the air "as it might have been cleared by a few words." It is a charmingly told tale, the drama of which is heightened by the action of the river in overflowing its banks.

Mr. Alec Glanville specialises in yachting crime stories, where he can make use of his intimate knowledge of the Essex seaboard to excellent purpose. His new tale, "The Body in the Trawl" (Harrap), introduces us again to that pleasant pair, Inspector "Dusty" Miller and his friend "Tiny" Meldrum, the well-known mariner and marine painter. It opens on the eve of Burnham's annual yacht-racing week, with a body being caught in the trawl of Meldrum's yacht on the fringes of the Foulness quicksand. How did the body get there and whose was it? That is the problem that

faces the two friends and the local Superintendent. The solution of the mystery is only arrived at after many startling developments—the last of which affords "Dusty" Miller a most unpleasant surprise.

#### PUBLISHERS' PLANS

Longmans will shortly publish the life of a famous Welshman, David Davies of Llandinam, who began his career in the early nineteenth century as a farmer and sawyer and afterwards developed into a railway contractor and coal and shipping magnate. The title of the book is "Top Sawyer" and the author Mr. Ivor Thomas.

A book of memories by Miss Edith Olivier, under the title "Without Knowing Mr. Walkley," will be coming from Faber & Faber in the near future.

This month Blackie's expect to bring out "African Man Hunts," by Lieut.-Colonel H. F. Trew, the author of "Botha Treks."

Basil Blackwell will have ready at the end of the month an English translation of a new book by Professor Victor Ehrenberg, under the title "Alexander and the Greeks."

Next week Hurst & Blackett are bringing out Mr. E. Keble Chatterton's story of H.M.S. Severn's war adventures ("The 'Severn' Saga"). This famous monitor was originally built for Brazil, but on the outbreak of the Great War was taken over by the British Navy. It served in home waters, the Dardanelles, and off the East African coast, and in the last-mentioned theatre was responsible for destroying the German cruiser *Königsberg*.

Among Batsford books appearing shortly will be "Ballet Panorama: An Illustrated Chronicle of Three Centuries." The author is Mr. Arnold L. Haskell, and the 150 illustrations are taken from old prints and pictures and modern photographs.

#### OTHER NEW BOOKS

"The Farming Year," by J. A. Scott Watson (Longmans, illustrated, 7s. 6d.).

"Shropshire Days and Shropshire Ways," by Simon Evans (Heath Cranton, illustrated by Alan Dakin, 3s. 6d.).

"Everybody's Autobiography," by Gertrude Stein (Heinemann, illustrated, 12s. 6d.).

"My Part in a Changing World," by Emmeline Pethick-Lawrence (Gollancz, with frontispiece, 15s.).

"The Drama of Madagascar," by Sonia F. Howe (Methuen, two plates and two maps, 15s.).

"Japan in China: Her Motives and Aims," by Kiyosh Kawakami (John Murray, 5s.).

#### NOVELS

"Dangerous Service," by Grace Elliott Taylor (Nicholson & Watson).

"Tish Carries On," by Mary Roberts Rinehart (Cassell).

"In These Quiet Streets," by Robert Westerley (Arthur Barker).

"A Secret Life," by Hester Shepherd (Hodder & Stoughton, 8s. 6d.).

## Round the Empire

### AUSTRALIA'S NAVY

AUSTRALIA'S collection of cruisers, says the *Sydney Bulletin*, has been engaging the attention of members of the Commonwealth Government. "The youngest is the 7,000-ton *Sydney*, which carries eight six-inch guns, is otherwise armed to modern standards, and has a speed of 32½ knots. That sounds well; but French warships of comparable size do over 40 knots, and the Italian *Raimondo Montecuccoli*, still in Australian waters, covered 37 knots in her trials. Next come the *Australia* and the *Canberra*, towering 10,000-tonners with eight-inch guns. At ten years old, they are cases for complete reconstruction. They are slow by modern cruiser standards, and their range is short compared with those of the new British, U.S.A., German and French efforts. The *Australia* is going into dock, and will be out of commission for months while she is reorganised. Then there is the 5,000-ton *Adelaide*. Twenty years old, she is a coal-burner, and her speed is only 25½ knots. She carries one more six-inch gun than the *Sydney*, but her turrets are reaching the old-age-pension class. The *Adelaide* is receiving the equivalent of monkey-gland treatment. Lastly, there are the *Brisbane*, of the same class, also pre-war and a coal-burner; and the *Albatross*, an aircraft-carrier which looks like a Christmas-tree, and to which the most modern cruisers could give a start of ten miles in twenty. The destroyers are all of a bygone age.

"With the same deliberateness which led it to hold up the Salmond Air Defence report until it was out of date, the Commonwealth Government is now considering the addition of modern units. It has in mind the construction of two cruisers in Britain. The Government is overcome with the obsession that Australia cannot build ships, and it desires to have the 'most expert and experienced knowledge available.' The last time Australia bought a cruiser in England there was so much delay on the other side that the vessel had to be taken over half finished. And, as every set of stocks in Britain is loaded down with vessels which Britain needs for its own uses—it has a building programme mapped out for several years—the Commonwealth might have to wait four or five years for delivery. And, of course, the exchange would be 25 per cent. against us, and there would be extra delay if a heavy vessel was among the purchases, since equipment for bigger ships is especially in demand. So great is the congestion in heavy naval building that powerful mercantile companies like the P. and O. have been compelled to jettison their immediate programmes because they can get no dockyard accommodation.

"Australia should have at least one battle-cruiser capable of fighting anything in the Pacific. Mr. Thorby and friends incline to a pocket-battleship. Germany originated pocket-battleships. They were a makeshift compromise to meet the conditions of Versailles, but when Hitler cast off the yoke of Versailles he gave up

building them. In any case, as soon as two of them had been built every major European country provided the answer to them. What the Commonwealth does need is something in the 26,000-ton class, with 14-inch guns and a speed which would enable her to act as a cruiser for the protection of trade routes, and to get to crucial points on the long Australian coastline quickly. Something in the class of the new French *Strasbourg*, which will have 32 knots in her and mount 13-inch capital armament. And if they are to be built before Doomsday the new ships must be built in Australia. The materials and the workmen for most of the job are here."

### AUSTRALIA'S PEARLING INDUSTRY

In well-informed commercial circles in Darwin the opinion is expressed, says the *Australasian*, that the Australian pearling industry will not survive more than another two years. Cheaper labour, lower working costs, and the more efficient plants of the Japanese have resulted in the Japanese production for the pearling season just completed being almost double that of Australia, and more than adequate for the world's requirements. The world's consumption is about 4,000 tons a year. During the season just completed 7,400 tons of shell were taken, of which Japan contributed 4,300, and Australia 2,695 tons. The Dutch East Indies produced the remainder.

At least 160 Japanese luggers work the beds off the Australian coast. This is an increase of more than 20 boats over last year's fleet.

### A DEFENCE PROBLEM

Pilots on mail planes flying on interstate routes in Australia report that foreigners are taking pictures with cine cameras and long-distance lens cameras of positions which might be strategically important to an invading enemy. Commonwealth officials point out that because the recent referendum deprived the Federal Ministry of control over intrastate aviation, the Defence authorities are quite unable to prevent planes, piloted either by foreigners or by British subjects, from flying over areas. In fact, civil planes are flying directly over Garden Island, the naval base in Sydney Harbour, every day.

Moreover, points which can be photographed from the air can be photographed equally easily from the ground, and the detail of "close-ups" from the ground would probably be of greater value than air photographs.

### NO ISOLATION FOR SOUTH AFRICA

In a recent speech at Paarl, South Africa, General Smuts stressed the impossibility of the Union maintaining a policy of isolation in the present dangerous state of the world. At no time was there, he said, more need for a united people in South Africa. They had overcome most of their internal difficulties, and the menace to-day was external. They saw the world in a more dangerous condition than it had been since the Great War. The world was trembling on the brink of an abyss. South Africa should take care to maintain old friendships. No greater disservice had been done to South Africa than by Dr. Malan and other



Nationalist leaders insisting that the Union must be isolated, cut adrift and declare its neutrality in all circumstances and insulate itself from the rest of the world. "We cannot do that," declared General Smuts. "If we are attacked, in what way can we defend ourselves? Well, we have a tremendous shield. We have our friendships. In the great Commonwealth of Nations, of which we are a member, we have to-day something that will be our shield and anchor and will protect us against any wanton attack such as we have seen in Abyssinia and in Austria.

They had been told to put an end to this agreement with the British Navy on the basis of which the British Navy was stationed at Simon's Town. Supposing they were to cut away from their friends and stand alone and the British Navy was to withdraw with all the protection it gave them to-day; what would happen to them, what guarantees would they have that the same fate would not befall them as had befallen Abyssinia and Austria? "No, we cannot isolate ourselves," said General Smuts, "for better or for worse, we hold a mandate over one of the old German colonies. Supposing Germany were to say to us in the way she has intimidated already: 'We want South-West Africa back'?" He wanted the people to ponder very carefully these new dangers which were arising in their path.

A generation ago they had been far away from the rest of the world. Thousands of miles separated them from the centres of conflict; but those great distances which had protected them had disappeared. South Africa could now be reached in a couple of days. "If we love this country and do not want it to be annexed; if we do not want to be called upon to put up an impossible fight to keep this a free country for our children, then we must thank God we have friends in this world. Let us stick to them and let us drop this nonsense about Simon's Town and neutrality in all circumstances."

### TO ENCOURAGE MIGRATION

The main points of the agreement between the Governments of Great Britain and Southern Rhodesia, and the 1820 Memorial Settlers Association, are that the Association will place its organisation at the disposal of the Colony. The Association will select suitable immigrants in Great Britain and furnish them with information. Each approved immigrant will be required to be in possession of £5 with a further £5 if he has a wife. The two Governments will make up the balance of the money required and also grant £4 for each settler, £4 for his wife and £1 for each child, for meeting incidental expenses on the journey. The maximum allowance for each settler will be £35. Employment will not be guaranteed, but every assistance will be given towards finding it. Subsistence allowances, covering a reasonable period, will also be provided to give settlers a little time to look round for employment after arrival.

It is proposed in the Colony to form some organisation which will find employment for men or assist men coming out to guaranteed employment. This scheme does not interfere with the

existing nomination scheme of the Southern Rhodesian Agricultural Department nor the arrangements with the Society for the Overseas Settlement of British Women for bringing out women settlers. General approval of the new immigration plans of the Southern Rhodesian Government has been expressed in the Colony. A central committee to assist is to be set up in Salisbury and another in Bulawayo. It is likely that Committees will also be set up in other centres.

### WOMEN IN POLITICS

In addressing a newly formed branch of the United Party, at Bulawayo, Southern Rhodesia, recently, Mr. G. M. Huggins, the Prime Minister, had some nice things to say about women in politics. "When you have made up your minds what party you are going to support in the general election next year," he said, "I should like to ask you women of the Colony to put your backs into the business, for your influence, and the fact that women can work twice as hard as men, count for a lot. In some ways I think it is a bit unfortunate that we have not had more women in the House. Women have always shown much more pluck when it comes to a scrap than men." "The man or woman," concluded Mr. Huggins, "who admits that he never changes his mind is so consistent that he really belongs to the vegetable kingdom."

### AFRICA'S MOST MODERN HOSPITAL

At a cost of £250,000, Bulawayo, Southern Rhodesia, is to be provided with one of the most modern and complete hospitals in Africa. The building contract is the largest ever given in the country. The operating theatre is to be supplied with aseptic conditioned air and all the latest equipment. Other features will be sound-proof floor covering, the maximum light and ventilation (controllable), light signals instead of bells, glossy tiled walls and chrome and stainless steel fittings. The new Parliament building must wait a little longer, but new hospitals are being built. The Prime Minister of Southern Rhodesia, Mr. Huggins, F.R.C.S., recently opened a splendid new Hospital at Gwelo, in the Rhodesian Midlands.

### THE COPPER BELT

The Crown Colony of Northern Rhodesia is calling on the self-governing Colony of Southern Rhodesia for trained policemen to do duty in the copper belt. Five men, out of the 23 volunteers required, have gone north. The remaining eighteen will follow as soon as possible. It will be remembered that during the native labour troubles on the copper mines, a couple of years ago, police had to be flown north from Southern Rhodesia.

### ELECTRIC BEER

Kaffir beer, a drink that was part of the daily life of the African native, and formed an essential part of every important ceremonial, long before Cæsar landed in Africa, is now made by electricity. A municipal brewery has just been opened in the native "Location" at Salisbury, Southern

Rhodesia. Previously the grain (rupoko) was first soaked in river pools, then laid on the floor of a hut to germinate and later dried on a flat stone in the sun. To-day the grain is soaked in great cement vats and sunned in granolithic pans. Then, instead of being cooked in earthenware jars or, more recently, petrol cans, it goes into bright copper boilers. Instead of being ground between two stones by kneeling women the grain now goes into an electrically driven grinding hopper and a switch is turned. When fermented, the frothy, mildly alcoholic and acid beverage is stored in cement cooling chambers behind the bar. All the rupoko used is brought from the native reserves, most of it from mission stations.

Natives entering the bar pass machines that issue 3d. and 6d. tickets, exchangeable at the counter for pots of beer. It is illegal to buy kaffir beer elsewhere. Profits are spent for the benefit of natives.

#### TANGANYIKA'S LABOUR INSPECTOR

As a result of the recent report of the Committee on the Supply and Welfare of Natives, Mr. E. G. Howman, formerly a Native Commissioner in Southern Rhodesia, has been appointed to the newly created post of Chief Labour Inspector for Tanganyika. Mr. Howman, whose headquarters will be at Dar-es-Salaam, will have a staff of inspecting officers under him. This appointment is an appreciation of the abilities of Mr. Howman and of the system of native administration in Southern Rhodesia.

#### BRITAIN AND THE INDIAN STATES

Sir C. P. Ramaswami Aiyar, Dewan of Travancore, has issued the following statement: "At the conclusion of the address to the Travancore Legislative Assembly on February 2, 1938, I had stated that, according to the relevant treaties, the grant of responsible government can only be made by the consensus of the Maharaja and the Paramount Power. Adverting to my speech, Earl Winterton said in the House of Commons that it was not the policy of the Paramount Power in ordinary circumstances to intervene in the internal affairs of full-powered States. With reference to the proposals for constitutional advances, he added that the consent of the Paramount Power had not been required before such advance was approved by the various Princes nor, so far as he was aware, had it been sought in such matters. He further said that the Paramount Power would, under ordinary circumstances, confine itself to tendering advice when consulted.

"A reference to treaties concluded in the 18th and 19th centuries between the Paramount Power and the various Indian States and the political and constitutional practice that has grown up under these treaties, will," said Sir C. P. Ramaswami Aiyar, "demonstrate how far Earl Winterton's statement has advanced the position. In Travancore, Article 9 of the Treaty of 1805 and the practice thereunder have been guiding factors, and it may also be noted that in Article 19 of the Mysore Treaty of 1913, which is one of the latest agreements between the Paramount Power and a major Indian State, it has been laid down that 'no

material change in the system of administration now in force shall be made without the consent of the Governor-General in Council.' When these facts are borne in mind, it will be recognised that Earl Winterton has contributed a new and important chapter to the history of mutual relations between the Paramount Power and Indian States."

#### U.P. MINISTER'S RESIGNATION

A United Provinces Minister has resigned and another has taken his place. There should have been nothing in this to comment on, remarks the *Statesman*, "except for the belief that the new Minister represents a left wing in the Congress and that circumstances connected with the resignation have not been made clear. Pandit Pearelal Sarma's explanation is that being an 'idealist' he is out of place in a Cabinet. But his portfolio was Education and surely there is room for idealism in a subject like that. Rumour in Northern India has been busy giving another explanation. It has been freely said that a prominent Congress personality imposed a somewhat drastic ban on the Minister's social relations with a distinguished non-Congress statesman in Allahabad. A Congress Minister (so ran the argument) must not accept hospitality at any but Congress hands. To this the Minister is believed to have vigorously objected. We do not know if the episode took place or whether it had anything to do with the resignation. But it is hardly the correct thing to try to control social relations. Congress has not yet lifted its ban on certain Government functions. That ban and the like are wholly anachronistic and it is difficult to see why Congress thinks it necessary to continue them."

#### A CEYLON STATUE

For the first time in Ceylon's history a statue has been unveiled to a living personage. It is dedicated to Sir Solomon Dias Bandaranaike, K.C.M.G., and has been unveiled by the Governor of the Island, Sir Andrew Caldecott, K.C.M.G., C.B.E. Sir Solomon was in public service for 45 years before he retired in 1927 and for 32 years of this period he was attached to the Government House staff as Maha Mudaliyar (Chief of Chiefs) and Extra A.D.C. He has been on the staff of eight successive Governors and received the C.M.G. in 1902, was made Knight Bachelor in 1907, and K.C.M.G. in 1925.

Sir Andrew Caldecott performing the ceremony stated: "A great gentleman is great and rare in any period of history and I have no doubt that if Sir Solomon had flourished in any era of Ceylon's wonderful past he would have writ his name as largely in her annals." The inscription on the statue reads: "This statue of Sir Solomon Dias Bandaranaike, K.C.M.G., Maha Mudaliyar, J.P., is erected by his friends and admirers to commemorate his long services to the Colony and the high honour of Knight Commander of the Most Distinguished Order of St. Michael and St. George conferred on him by His Majesty King George V in the year 1935."



## Letters to the Editor

### PROTECTION AGAINST AIR RAIDS

#### GAS OR CONCUSSION BOMBS?

Sir,—I have noticed with growing apprehension the enthusiasm with which the English public is preparing for gas attacks from the air. Whilst approving heartily of any measure taken to protect the public in an emergency, which we all trust will not arise, I think it is essential that the facts of aerial bombardments be revealed. The precautions being taken in England will, in most cases, be efficacious only in the event of aerial attacks when gas bombs are dropped and the masks and shelters provided can be used. What will occur when, as is only too possible, concussion bombs are used?

The terrible raids in Barcelona give us an insight into modern aerial warfare. Gas has never been used in the Spanish war, and it is certain that the potential enemies of this country, knowing that we are only prepared for gas, will use other methods. In Barcelona the majority of the bombs dropped have weighed no more than 50kgs., but they are most destructive to human life and property. Making a hole about 2 ft. deep, they destroy everything within a ring of about 200 yards. There is no shrapnel, and large apartment-houses which are as far away as 100 yards from the spot hit by the bomb have been seen to collapse as long as two minutes after the explosion. Fires caused by incendiary bombs, which are also being used on Barcelona, are easily dealt with, but the greatest problem of all is that of finding hospital space for the maimed and slightly wounded, and morgues for the 1,300 persons who have so far been killed.

I am convinced that if the civil population of this country is to be protected against aerial warfare deep shelters at least fifty feet below the surface are the only solution. The French, always realists, are making theirs even deeper. This creates a problem of enormous expenditure but this is what we have to face, and rapidly.

D. R. DARLING,

34, Eglinton-hill, London, S.E.

#### TEMPLE BAR

Sir,—The sale of Theobalds Park has revived interest in the locale of Temple Bar, although it was not included in the sale. Nobody can deny that the right place for Temple Bar is London and it never ought to have been removed therefrom.

I can recall the tremendous controversy which arose when this act of vandalism took place.

J. P. BACON PHILLIPS.

#### LABOUR AND FOREIGN AFFAIRS

Sir,—The thirteenth debate in the Commons this week on foreign affairs can hardly, one imagines, have served to convince any large section of that part of the electorate which is

usually responsible for a swing-over of votes in General Elections that Labour has a Foreign policy worth supporting.

Mr. Chamberlain, in his speech in that debate, showed up all the absurdities of Labour's international programme. The "collective security" for which it was asking was merely a pre-war offensive and defensive alliance between certain Powers ranged against other Great Powers—a fairly sure way of provoking war. This alliance was to be the prelude to calling a Conference for world-wide "political and industrial appeasement," as if any Conference called under such conditions could have the slightest chance of success. Finally, Labour wanted to raise the embargo against the importation of arms into Spain, oblivious of the certain consequences that would follow: a general war brought about by encouraging the sympathisers with each side to participate more zealously than they have done hitherto in the Spanish struggle.

In the circumstances it is well for the Opposition that no General Election is in near prospect. But it is not a very cheering reflection that some day, perhaps, the inevitable "swing of the pendulum" may result in bringing into power a Party whose leaders have so abundantly proved themselves incapable of clear and commonsense thinking.

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MACMILLAN

## COMPANY MEETING

**DUNLOP RUBBER COMPANY,  
LIMITED**

Extracts from the Speech of Sir J. George Beharrell, D.S.O. (Chairman) at the Company's Annual General Meeting on April 5, 1938 :—

It is just 50 years this year since J. B. Dunlop patented his pneumatic tyre. We owe to his taking out of that Patent and its subsequent purchase and exploitation two of the great factors in modern civilisation—I mean modern road and air transport. The Dunlop Jubilee is therefore something of importance to the whole country and the world at large, and your Board is particularly glad that they are able to present you with such a satisfactory report of the Company's activities.

The aggregate profit for 1937 was higher than for any of the past five years, and the total available for distribution was substantially in excess of last year, in spite of a greatly increased provision for taxation and a substantial writing down of raw material inventories, due to the heavy fall in the price of commodities.

The results of the Plantations Company showed an increase in net profits amounting to £162,000, mainly due to the relatively high average price of rubber during the year. If the price remains at its present level, the accounts of the Company will present a very different appearance.

Replacement sales of pneumatic tyres of all kinds were higher than in 1936, while turnover in aeroplane equipment again advanced. In sales of Accessories, Dunlopillo Upholstery and Industrial Tyres new high records were obtained. A prominent sales feature was the introduction of the new "Dunlop Fort Tyre," now widely known as "The Tyre with Teeth." It is a unique production and is rapidly being accepted as such. Our Rim and Wheel Works were fully occupied, and made a satisfactory profit.

All Divisions of the Rubber Products Group, showed an increase in turnover, and the profits of the Group were better than last year.

The year in France brought steadily rising costs caused by the fall in the franc and by social legislation. Our position in the market was strengthened during the year and a satisfactory profit followed.

Our business in Germany continues subject to regulation. The profits improved and are satisfactory. Your Board feels bound to continue to treat Germany as a closed economy.

The results of the American Company were substantially better than in 1936, notwithstanding the severe trade recession, and the Canadian Dunlop Company showed a profit for the first time for some years.

In Japan our turnover and profits increased. The remittance of dividends is presenting difficulty, and we are apprehensive that Japan may become a "closed economy" after the German model.

In South Africa sales and nett profits show a gratifying increase. For 1938 we anticipate further expansion.

The Indian Company, which commenced manufacture in the second half of 1936, has materially improved its position.

The Irish Factory had a satisfactory increase in sales and a satisfactory profit was obtained.

Our volume of export business and the profit earned in 1937 both showed very substantial improvement.

Your Board has continued to do everything practicable to provide the highest standard of working conditions, and to encourage the best possible relations with employees, both through Joint Factory Councils and Committees and by still further extending our friendly arrangements with Trade Unions. On the 1st January, 1938, the first day of the Dunlop Jubilee Year, contributory Pensions Schemes, covering all grades of employees in the United Kingdom, came into operation.

Conditions at the end of 1937 seemed to be tending downwards all over the world, and this has continued during the early months of this year, though the tendency is less marked in this country and in British Territories Overseas. The outlook for the future is shrouded in obscurity. Recent events in Europe and the Far East do not tend towards the establishment of the confidence which is essential to a real Trade Revival. Your Board has therefore thought it prudent to strengthen the Reserve for Contingencies by £250,000, bringing the total up to £1,032,000.

Your Company's Organisation has never been so efficient and its financial position was never so sound and we shall continue to do everything humanly possible to provide against unfavourable contingencies. But in circumstances such as those which prevail to-day, we must take a cautious view, and I am sure that you will approve the conservative financial policy which your Board has thought fit to adopt.

The Directors recommend a dividend on the Ordinary Stock of 8 per cent., less tax, plus a Bonus of 1 per cent., less tax.

**Your Investments****RESTORING A MEASURE  
OF CONFIDENCE**

PRESENT security prices are a direct indication of the lack of confidence—not of the lack of prosperity. Any recovery in markets can be but short-lived unless there is at least a corresponding recovery of confidence in the outlook for peace. Governments abroad have made their choice of "guns or butter" and "butter" so far has not been favoured, but this must not mislead us into forgetting that a taste of "butter" by the public in Germany and Italy, and, perhaps, in Russia, would tend to make the "guns" choice less attractive. Britain, then, can only show the utmost preparedness for trouble while doing everything possible to encourage commercial intercourse with the bellicose dictator States. The argument may appear to belong to the realm of political controversy, but foreign policy and investment influences are one and the same at the moment.

**HOME TRADE**

There are still those who warn us that we are on the brink of the deepest depression ever experienced, but, unless political conditions are such as to prevent the normal slow recovery of business confidence, it is difficult to agree with this view. The Budget surplus of £28,785,000 encourages the view that the Chancellor's next Budget pill may not be so unpleasant as was feared at one time. Re-armament expenditure will not reach its peak until 1940, and meanwhile rising costs, largely in wages, which it is feared may seriously affect industrial profits, must at least benefit the secondary industries which depend for prosperity upon expanding purchasing power of the masses. At least another year's considerable prosperity seems in store for such leading companies as Imperial Chemical Industries and Imperial Tobacco, and their ordinary stocks look attractive. Imperial Chemical at 30s. yield £5 13s. 3d. and look worth a price nearer £2. Imperial Tobacco at 134s. 6d. yield 3½ per cent. net or 5 per cent. less tax.

**RICHARD THOMAS**

Readers of these columns may recall that the shares of Richard Thomas & Co., the Welsh steel and tinplate combine, were at one time regarded as an attractive investment. As was pointed out at the time of the big new financial proposals, the company's position was entirely changed when the Ebbw Vale project materialised. Recently the fall in the company's securities has been severe, the 6s. 8d. ordinary having fallen from about 12s. to 5s., the 6½ per cent. tax-free preference from 30s. to 14s. 9d., and the 4 per cent. debenture from an issue price of 99½ to 69. Richard Thomas earned 19 per cent. and paid 15 per cent. last year on the ordinary capital, so that at least it appears that the fall in the debenture and preference issues has



been overdone. The company's expansion is based on anticipated demand for sheet in 1940, and in the present hand-to-mouth conditions the market's imagination boggles at such a long-term outlook. Owing to the large amounts of the stock offering, the debenture is unlikely to recover to anything like its proper price, but for income purposes the 6 per cent. which it yields must be highly attractive.

#### RUBBER'S SHARP TUMBLE

The International Rubber Regulation Committee's decision to make no change in the export quota for the time being came as a shock to the market in view of the mounting tendency of stocks. At 5 1-16d. per lb., the commodity touched the lowest level for four years. Disappointing U.S. consumption is the chief cause of the poor rubber outlook, for it is still falling thousands of tons short of the Committee's estimates on which the release percentage is based. Only a revival in U.S. industry can properly correct the Rubber position, but, as was seen in 1936, recovery when it comes may be rapid. Rubber shares as a lock-up are not unattractive at present prices, for the past year's earnings will be quite good, and many companies can make satisfactory profits with the price even at 5d. per lb. At a little over £1, such leaders as Anglo-Dutch Plantations of Java and Rubber Plantations Investment Trust appear worth a purchase. The latter, in particular, is able to smooth out earnings received from the operating companies and to minimise the effect of depression.

#### DUNLOPS

Another leading British Industrial to announce a substantial rise in profits is the Dunlop Rubber Company, whose net figure at £1,591,017 compares with £1,502,707. This is despite extra provision for taxation of £495,815 against £394,900. The ordinary dividend is again 8 per cent., with a 1 per cent bonus, and the £250,000 allocation to reserve this year all goes to contingencies. The £1 units at 28s. yield over 6 per cent. and, although trading this year has doubtless been more difficult, here is a case where any setback has already been discounted.

#### "THE HALIFAX"

Progress of the Halifax Building Society, the largest institution of its kind in the world, has been maintained despite talk of housing setbacks. Sir Enoch Hill had to report another record year at the recent meeting, new mortgages totalling over £20,000,000 for the fourth consecutive year. Total assets at £122,626,007 increased by £8,298,000, and this was despite the restriction of the investment activities of the Society, which has been necessary owing to the continued "cheap

#### COMPANY MEETING

##### VICKERS LIMITED

Increased Profits and a Dividend of 10 per cent.

THE 71st annual general meeting of Vickers Limited was held on April 1st at the Hotel Victoria, Northumberland-avenue, London, W.C.

Mr. A. A. Jamieson (the chairman), who presided, in the course of his speech said: This year the report includes the balance sheet and profit and loss account of English Steel Corporation Ltd. Since the last meeting the corporation has been converted into a private company, but I thought it right that its balance sheet should be made available to you.

The first feature in the accounts to which I propose to call attention is the redemption of £2,000,000 5½ per cent. Debenture stock. This was repaid at 103 on December 1, 1937, the earliest moment permissible under the trust deed. Our company has thus been relieved of the necessity of providing interest and sinking fund on this debt.

Cash and gilt-edged securities show a reduction. This is accounted for to some extent by the redemption of the Debenture stock.

The accounts show that the net profits for the past year were £1,351,056, an increase of £188,446 compared with 1936. Before arriving at the net profit £60,000 has been charged for the premium paid on the redemption of the Debenture stock. After the transfer of £400,000 to reserve and £100,000 to contingencies reserve your directors recommend the payment of a dividend of 10 per cent. on the Ordinary stock.

I am pleased to report that Vickers-Armstrongs Limited has earned sufficient profit to pay £863,171 in dividends, an increase of £103,487.

English Steel Corporation had a record output, all departments having been employed to capacity. There has been an increase in the trading profits, which at £1,317,399 are 25 per cent. higher than those of 1936. The increased profits are more than absorbed by the Income Tax and National Defence Contribution for which provision has had to be made. The capacity of the works has been considerably extended.

The report and accounts were adopted and the dividend recommended was approved.

money" influences and the demand for safety-first investment which the Building Societies satisfy.

#### EAGLE STAR INSURANCE

Strength of the Eagle Star Insurance report lies in the fact that the increased dividend of 30 per cent. against 27½ per cent. is amply covered by interest earnings of £339,610. The increase of capital in June last, when shareholders were offered new 10s. shares at £4 per share, has resulted in a strengthening of reserves, for £1,130,929 in premiums has enabled £1,000,000 to go to a contingency account against which £297,515 is charged for depreciation on Stock Exchange securities. Total assets are now £27,504,290, and the departments contributed well to profits except the Motor branch, where premiums of £1,631,237 are all absorbed by the 40 per cent. reserve. The shares at 3¼ yield nearly 4 per cent.

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